

***** * BMHA Newsletter * *****

BICYCLE MOBILE HAMS OF AMERICA



Volume 5, Number 1

Jan/Feb/Mar 1994

EDITOR'S NOTEPAD

New Department Coming Up

Next issue will see a new department: **FOR SALE**. Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.

New Articles Needed

Our members have been writing, *and writing*, pieces for the Newsletter. We love to have plenty of manuscripts on hand but sometimes it gets a bit hectic. In fact, we had to cut the size of several articles marked "must-run" for this issue.

But we still need manuscripts on the following subjects: **Antennas.** Our readers have shown more interest in this department than any other.

Travel and Adventure. Always looking for stories about long (or short) bike trips. Especially, cycling in foreign countries; instances where ham radio took care of much-needed emergency communication; instances where local non-bike hams offered overnight accommodations.

How to get Started in Bicycle-Mobiling. Maybe we should have this as a regular feature -- we do get requests for general and specific information for beginners.

If you'd like to write on any of these topics, send me an outline and we'll send a guideline.

—Hartley Alley, NARA, Editor

Ideas Needed for BMHA Special Event

At Hartley's prodding and Ned Mountain WC4X's imminent departure for Switzerland (he was working on this project) I accepted the assignment of looking at possibilities for a BMHA special event station or stations. Scanning the various ham magazines, it looks like most, if not all, special events are operated as a single station, on the air to celebrate (or commemorate) an event of history, place, time, personage, etc. We really haven't been around long enough to fit the "normal" expectations of a special event. However, I think the time is ripe for generating additional exposure for us bike-hams, so here are the ideas I have come up with.

Idea #1: As we all are aware, during the cycling season there are a number of well-attended and well-publicized bike tours. We've often seen coverage of these rides on local and national

TV and print media. We could use a few of these rides as catalysts for special events. We could publish a schedule of the ride dates, along with the hf and vhf/uhf frequencies which will be used by the hams on these rides. Other BMHA members could augment the number of active hams on the air during these ride periods so that more hams would have a chance of working us. Contacting a BMHA member would make one eligible to receive our "special events" certificate. We might set up some rules, such as requiring multiple vhf/uhf contacts versus only one hf contact, since the number of BMHA members on hf is currently quite limited.

Idea #2: We could publish a schedule of dates, for example, the first Sunday of each month beginning in April, and going through September with a schedule of hf and vhf/uhf frequencies. BMHA members would take to the roads on these dates with the purpose of making contacts with the rest of the ham fraternity. The "special events" certificate would be the same as described earlier.

Either of these approaches could provide some good exposure for our BMHA activities. In addition (and maybe the most important aspect) we would establish some national operating frequencies where the rest of the ham fraternity could look for bike-mobile activity. My experience, especially with hf mobiling, is that once you're "discovered" on a band, the contacts come much easier, since other hams realize you are active and will tolerate QRP power levels. I think Ned Mountain, WC4X, who is also very active with hf mobiling, would concur with this observation.

So now we have two ideas on the table and I'm waiting to hear from you other members. Let's keep the ball rolling on this. Send your ideas to me at the address below.

Hope everyone survives the winter months that I hate so much. The up side of not riding my bike is that it gives me time to write about the past season's ideas, discoveries, latest mobile antenna (a killer design), helmet headset, and work on the new 8-watt broadband amplifier that will make your Mizuno hf rig really be heard. 73.

—Jim Korte, NU8N
POB 108
Fenton, MI 48430

TRAVEL & ADVENTURE

Keeping in Touch — From Cape Cape

When I went out the door the parting shot from my folks was the usual "Keep in touch!". And that I did, with the help of my little ham radio. Last spring my friend Matt (not a ham) and I took a bike tour around Cape Cod and Martha's Vineyard. My IC-2AT and a homebrew 2-meter groundplane antenna were along for the ride, and proved to be very valuable in keeping us in touch with the "real world" during our five-day mission to boldly go where we had not gone before.

Due to the size of the cargo that we had to carry, I had problems finding a suitable location for an antenna mounted to the bike that wouldn't interfere with panniers or cargo strapped to the rack. I hadn't had time before the trip to build a suitable J-pole, so I simply folded up a homebrew groundplane and brought some string so that I could hoist it up a handy tree at the campsites. I did not plan to talk while actually mobile, partly because I would be busy riding the bike, enjoying the scenery, taking pictures, etc., but mainly so that I would not drive Matt crazy with the radio! The configuration worked quite well. The BP-5 nicad battery ran out halfway through the trip, but the AA alkaline battery case served very well for the rest of the trip.

One of my primary uses for the radio was to check in nightly to the Cape Cod & Islands Traffic Net on the 147.045 Yarmouth repeater to send messages home to my dad, KA1MF, and let the folks know that all was well — or wasn't well, as the case may be! After arriving at our first campsite, a state park at Sandwich, I tried to get into the repeater, but it was not on. Eventually I learned that the squelch on the repeater was turned down too low, and static was keeping it open and limiting the machine out for hours at a time. So much for sending messages home. However, just minutes before the net that night, the repeater was fixed, and back on the air! I passed my message along, and chatted with some of the locals afterward — always a good way to learn interesting and helpful things about the area.



The next day we rode out to Brewster, where we would camp for the next two nights. I strung the antenna up in a good location when we got there, and that night sent another message home. While talking with some of the locals about our trip, I mentioned that we planned to ride to Hyannis and take the ferry over to Martha's Vineyard. However, one of the people in the conversation was driving by the Hyannis ferry port right then, and he said that it was closed. Apparently the Hyannis ferry was not running as early as April, and the only ferry to the Vineyard was out of Woods Hole, way back at the other end of the Cape. With that in mind, we replanned our route, and cut

short our plans to ride out to Provincetown on the tip of the Cape the next day. Instead, I rode the Cape Cod Rail Trail out to the Cape Cod National Seashore in Eastham the next day, while Matt opted to take the day completely off and save his energy for the 60-mile ride the next day.

The ride to Woods Hole was very long, very busy with traffic, and very wet! We were quite tired and glad to get off the bikes when we got there to wait for the ferry to Martha's Vineyard. During the six-mile boat ride out to the island we regained enough energy to pedal the five miles to the youth hostel. Surprisingly, the weather was absolutely beautiful on the island, quite the opposite of the mainland. That evening I tried to get to the traffic net, but was unable to reach the Yarmouth repeater. I was unable to reach any repeaters at all, in fact! So I put the radio gear away and just enjoyed the activities at the hostel that evening.

The final day we packed the bikes one last time and took the ferry back to the mainland, where our old friend the rain was awaiting us. We returned to the park we had stayed at the first night, which was where Matt had left his truck. All in all, it was a great trip, and while I did not quite enjoy every single minute of it, the trip as a whole was much more fun than I had expected — and I was expecting it to be quite fun! Ham radio helped a lot, too, both in allowing me to keep in touch with my folks and in putting me in touch with locals who knew more about the area than we did. The HT will be standard equipment on every bike tour I take from now on!

—Justin Hughes, KA1ULT
252 Stow Rd.
Harvard, MA 01451

Africa Trek Reaches Goal



Finally they made it! The AfricaTrek team poses at the southern tip of Africa after completing their 272-day world-record bicycle crossing of the continent. The 11,877-mile, 16-country trek was led by BMHA'er Dan Buettner (top left).

TV Appearances: Watch for AfricaTrek features on *National Geographic Explorer's Journal*, airing January 2, 1994 on PBS, and on NBC's *I Witness Video*, also scheduled to air in early 1994.

ANTENNAS

A Sky-Scrapping J-Pole

People ask me about my 2-meter J-pole. It sounds similar to the antenna that Justin Hughes, KAIULT, described in the Jan '93 BMHA Newsletter -- but much sturdier. And taller!

First, I found a piece of 1/16" stainless steel sheet, about 4" x 11", at my local body shop where they customize hot rods. I bent it into a C-shape and drilled a hole to mount it on the rear axle opposite the derailleur. Then I drilled holes for mounting the rear cargo platform and the antenna. (Photo A)

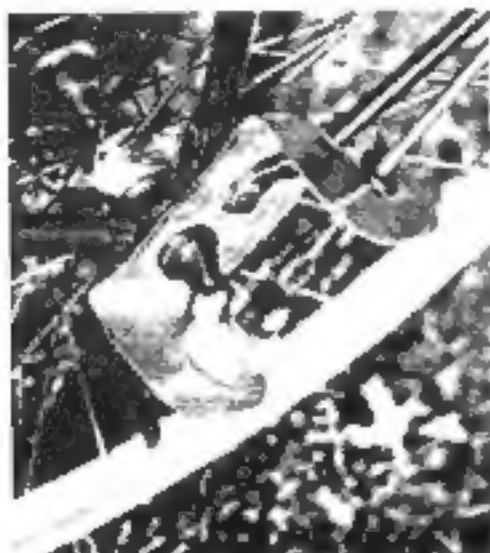


Photo A



Photo B

A standard stainless steel 108" eleven-meter CB whip was then installed on the C-shaped bracket. A rubber grommet was installed in the antenna hole in the top of the C, just in case I might want to someday use the whip itself as an antenna. I grounded the base of the whip directly to the bottom of the C. A short piece of rubber tubing slipped down over the 108" whip makes a nice quiet fastening point to stabilize it at the cargo carrier with a black cable-tie.

The top slinger from an old beam-loaded CB whip was used as the other part of the J-pole. After cutting it to 19" I bracketed it to the 108" whip with its base about 58" down from the top of the big whip and spaced about 3 1/2" from the little whip (not critical.) The bottom spacer is metallic. About 5" above that is a plastic spacer, to keep things solid and in position.

I feed it directly with the coax terminated in modified alligator clips -- the braid goes to the 108" element and the center conductor to the 19" element. (Photo B) The SWR is adjusted by moving both taps up and down -- in my case a good match was found about one and a half inches up from the base of the 19" element.

I modified the alligator clips by cutting them shorter with a hacksaw and then drilling a small hole through the teeth of the clip which was expected to hold the 108" element, which was a bit too thick for the clip. For a finishing touch I fastened a small American flag to the top of the antenna, where it



Photos by David Strasz, WTCN

Harry, KM3D, out for a spin with son John. Topped out with Old Glory, the nine-footer waves in the breeze.

does double duty as a safety flag. No effort was made to weatherproof this setup as it normally sits inside the garage when it's raining -- yes, I'm strictly a fair-weather rider!

You might not be able to fit this nine-foot baby into your car, but it works like a charm, and it's very durable. Like the above-mentioned KAIULT, my antenna was prompted by a public service need: the annual Lebanon County Workshop Bike-A-Thon for the Disabled.

PS. After a bit of experimentation, I've found that with the right size wrench and a barrel connector in the coax where the feedline joins the whip I can remove and/or re-install the antenna in just a couple of minutes. So now putting the bike in the car is no problem -- once I find room for the 9-foot whip!

—Harry Bump, KM3D
POB 392
Richland, PA 17087

Annual Treasury Report

Due to an oversight, the annual treasury report was omitted from the last issue. Considering that the bank balance a year ago was \$730.63, we can conclude that BMHA is in good shape. —Ed.

Treasury Report
Fiscal year, July 1, 1992 to June 30, 1993.

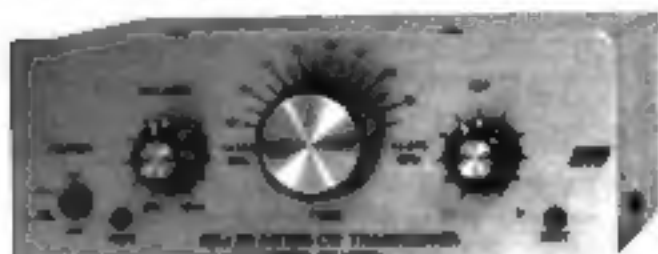
Beginning bank balance:	\$ 730.63	
Monies received:	2,732.00	
Total:		3,462.63
Expenses:		
Printing and Xerox:	654.73	
Postage:	567.24	
Office supplies:	235.44	
Miscellaneous:	65.74	
Incorporation fee:	50.00	
Total Expenses:		1,573.15
Bank balance on hand, June 30, 1993:		\$ 1,889.48

PRODUCT REVIEWS

Road-Test: The MFJ-9020 20-meter CW Rig

Like many other bicycle-mobile hams, I am always looking for the best combination of HF rig/antenna/power supply with which to enjoy both hobbies to the fullest. Seeing ads last year for the new MFJ-9020 QRP CW transceiver, I thought: "Hey, that would fit nicely in a pannier!" Indeed it does. The transceiver measures 6 x 6 1/2 x 2 1/2 inches, and the power supply, 6 x 6 x 3 1/2 inches. Along with dipole, straight key, and cables, the whole station (ready to operate, minus the separate battery charger transformer) weighs about 9 pounds.

That's quite a bit of a load for a long-distance touring cyclist. But I've found that putting everything in front Lowrider panniers will not significantly affect the handling of your bike. (The smart tourist puts plenty of weight in front — John Schubert, Bikecentennial's technical editor has written many a line on this very subject.)



Only six inches wide, the 9020 easily fits in a front pannier.

About the radio: The MFJ-9020 covers 14.00 to 14.075 MHz, about the extent of the usable 20M CW band. Operation is ultra-simple: The only controls are for power, volume, VFO, and RIT. The receiver is a single conversion superheterodyne containing an 8-pole crystal ladder filter in the IF stage. MFJ claims the AGC has instant recovery upon receive; it certainly is one of the fastest I've ever heard on a semi-QSK radio at this price — it lists at \$179.95.

The transmitter can tolerate a 3:1 VSWR, and puts out about 4.5 watts, easily adjustable inside. Its 700 Hz sidetone is easy on the ears. Transmit current is approx 1A at full power, and receive is 50 mA. Optional accessories include a plug-in iambic keyer and an active audio filter. The rig's instruction manual is thorough and well laid out, and doesn't suffer translation problems.

I'm the kind of tourist who likes to get the most riding out of every day, so I don't do any hf until I'm camped for the night. In the 4,000 miles I pedaled with this rig, whether condx were good or bad, I was always able to have at least one QSO before bedding down. (See Oct '93 issue for Tim's report on his 7,900-mile solo trek. —Ed.) One time in southern Pennsylvania I worked two Germans and an Italian in 15 minutes and received 569-579 reports. I found the receiver to be very selective and sensitive, more so than one would expect on an inexpensive and simple radio.

The only shortcomings I could find were: 1) The audio is fairly weak — it's best to use headphones. 2) I prefer full QSK. 3) Only 75 kHz of a single band is covered. But I'm convinced that this is the ideal commercially-built HF QRP

transceiver. Quality-built and rugged, it's seemingly designed to withstand the conditions inherent in long-distance bicycle touring.

P.S. For a simple modification to the power supply which will enable connecting solar cells to the power supply for operation and/or battery charging, please write to me.

—Tim Palange, KD4WZ
22985 Jefferson Pt Rd NE
Kingston, WA 98346

Intra-Aural Microphone/Earphone

Did you ever wish that you could pedal your bicycle along and talk casually on the radio at the same time? In an earlier issue ("I Like Mine Best", Jan-Mar 1992 issue of the BMHA newsletter), I outlined how I mounted a 1/2-wave "hotrod" antenna between my handlebars and used first a speaker-mike, and later a headset, to run easy-as-pie bicycle-mobile operation on 2 meters.

Here is the next installment in my story. Every morning as I (bicycle) commute to work, I need to juggle my bicycle, headset, and helmet out the side door of the garage. Standing astride the bicycle, I would strap on first the headset, then my helmet. Now tethered by an EXTREMELY short leash (the headset cord from my head to the PTT switch mounted on the handlebars was only 36 inches long — too short to walk comfortably beside the bicycle), I would carefully mount the bicycle, and pedal off.

The 36-inch cord was just long enough to sit comfortably in all positions on the bicycle — but just barely. Pretty soon, I felt that I'd gladly kill for just a bit more mobility and ease in getting on/off the bicycle while wired for radio.

There had to be a better way. There was. I saw an ad in QST for an intra-aural microphone-earphone combination (sort of a speaker-mike which you stick in your ear). My eyes lit up as I imagined NOT having to strap the headset on underneath my helmet. Just thread this cord into my ear AFTER mounting my bicycle and I would be on my way.

Off went my letter to Genovys System (the advertiser) and back came some answers: (*) How long was the "tether"? 1.1 meters — 43 inches! (*) Do you sell mail order? NO — but they mentioned that Jim's Electronics carried their product line. Off went my order. Quite soon a UPS package arrived. I eagerly tackled the package, and soon my brand-new intra-aural microphone (trademarked "EarTalk") was in my hands. I eagerly tried it out.

Is it perfect? No. Is it better than what I had before? Absolutely!

First, the low points. (*) My ear canal doesn't hold "billion" earphones very well at all — this thing falls out of my ear (look at your friends' ears — some have a "pocket" that holds this style of earphone, some don't. I don't). (*) I had hoped that

bone conduction would prevent background noise from seeping in — no such luck — this microphone is as sensitive to background noise as the usual sort you hold in front of your mouth. (*) The audio level is a tad low, but quite copyable. (*) Because the microphone doesn't fit well into my ear canal, my transmitted audio sounds "hollow" (the same effect that a speakerphone does to telephone conversation).

Now, the high points. (*) I put this thing under my helmet strap and into my ear, and I'm off and running in seconds. Dismounting is just as easy — just take it out of my ear. No more being "tethered" to the bicycle on a short leash. (*) The 43-inch cable is just enough longer than my 36-inch headset "tether" to be perfect. Not too much slack, but perfect comfort in any conceivable riding position.

Practical Considerations. I already have a bracket on my right brake lever to hold my PTT switch (this bracket is described in my earlier article). I mounted the EARTALK's PTT switch with the cords exiting UPWARD, and use a binder clip to secure them to my brake cable about 4 inches from the brake lever itself. This prevents even the most severe bump or vibration from jarring it loose.

I use another binder clip to secure the EarTalk cord to my helmet strap. The microphone is secure in my ear without this clip because of the helmet strap, but I definitely don't want it falling out and into my front wheel. The cord is fragile enough that it will pull apart if I leave the bicycle in a crash, so I'm not afraid to tie it to my helmet strap.

California law allows you to use an earphone in one ear (not both!), so my setup is quite legal. Because the "button" earphone style doesn't block hearing in that ear, I can hear as well as before (from both ears) with the microphone in place.

It's not perfect, but it still is wonderful!

Product Information. The EarTalk microphone-earphone has been advertised several times in QST, although I haven't noticed a recent ad. I bought mine from Jan's Electronics (which advertises in every issue of QST) for \$69.95 plus tax.

—Skip LaFetra, AA6WK
1614 Peacock Ave.
Sunnyvale, CA 94087

Back Issues Still Available

You may purchase any of the twelve back issues of the BMHA Newsletter for \$2 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306, and ask for the index. This service available to members only.

BMHA NEWSLETTER

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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ABOUT BMHA

For the information of our first-time readers.

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NA0A. Twenty-five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our three subsequent forums have drawn increasingly larger audiences, and now BMHA is established as a "regular" at this world-renowned event.

This is the fourteenth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 12 new members. The total membership now stands at 320, with members in 41 states, and five countries.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet address list, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.

GEAR

Care and Feeding of the HT —in Canada's Arctic Blasts

(Editor's note: For the last seven years Mike Kelly has been a bike-mobile commuter. Day in, day out, winter or summer, he pedals to Ottawa's Carleton University, where he's a technologist in the Dept. of Electronics.)

For the sake of brevity, I'll omit any comments on the cycling part of bike-mobiling in winter, except to warn you to learn your cold-weather bike-handling skills without the radio, and with a helmet. If you've never ridden a bike, don't start in "December"; but if you feel at ease on ice and snow, don't let the cold weather stop you.

At forty I quit... The word "cold" seems to mean different things to different people. To be specific, I'm talking about temperatures or wind chills from -5 to -40 Centigrade — (23 to -40 Fahrenheit). Below -40 (where C and F are the same), I get off the bike and walk, the wind chill being less of a problem for a slow mover.

Except for the gloves making the controls difficult to work, the radio doesn't notice much difference down to -5 C (23 F). If you plan on using the keyboard of a handheld much, then get some sort of an inner glove, so you can hit the buttons without exposing your fingers to the airstream. I use a pair of golf gloves for liners. You might want to try the silk ones in outdoor stores for this.

Problems begin... As the temperature drops a bit more, the LCD will stop working. The segments will freeze and "hold" whatever was on them at the time. You can still change frequencies, check repeater inputs, etc., but remember your display is lying. This gets confusing if you are scanning, or if you look for a TX ON indicator or barograph S-meter and forget about freezeup. However, the freezing of the LCD doesn't seem to do any permanent damage to it.

At about -10 C (14 F), the battery efficiency starts to drop off noticeably. If you have a rig that gets hot when in transmit, you can finally put that waste heat to good use by putting the radio and battery together in an insulating box. My rig (Yaesu FT209R) doesn't get warm like that, so I swap batteries every 20 minutes or so, putting the cold one inside a few layers of clothes.

More problems... Below about -25 C (-13 F), if I'm going to be out for more than about half an hour, I keep the batteries on me, and run a cable out to the radio, although I hate to be "tied down" like that. At around these temperatures, the cabling starts to get noticeably stiffer, with the headset cable acting like a pushrod trying to move my helmet to one side. The remote PTT switch wants to stick in the TX position, because the lubricant in it, starts to harden like wax. (My PTT switch is a sealed magnetic reed switch from an old keyboard. Pressing the switch moves a magnet over the contacts. A helper spring that forces the switch button back up solved this problem.)

Cables crack... When it gets below about -30 C (-22 F), the cables, which so far were a nuisance, now start to crack and actually break. For the headset leads, which need the most flexibility, I settled on twisted pairs of miniature test prod wire (Belden #8890). The military types around here with arctic experience say that cold weather coax exists, but I haven't found any, so I'm still using RG 58/U for my antenna cable. A right-angle connector at the radio end seems to have stopped much of the flexing (and cracking) for now.

Mike dies... Another problem that happens around this temperature, is that the microphone quits. When you talk, or breathe into the microphone, moisture from your breath gets through the windscreen and condenses on the diaphragm where it freezes and immobilizes it. The solution is the same as for rain, put a waterproof barrier over the microphone. If it freezes up anyway, you are off the air until you can get the element not only warm, but warm enough to dry out. As winter approaches again, I'm starting to think about building a spare headset, as I still remember the time I had to stop cycling so I could holler into the radio's internal microphone to tell the person at the other end of the QSO why they lost my audio.

So that's how you do it... now why would anyone want to bring a radio on a bike in arctic temperatures? — The same reason as in warm weather, it makes the trip go faster, and if you do get into a fix, your friends are just a call away.

—Mike Kelly, VE3FFK
25 Stevenson Avenue
Ottawa, Ontario
Canada, K1Z 6M9

NEW MEMBERS

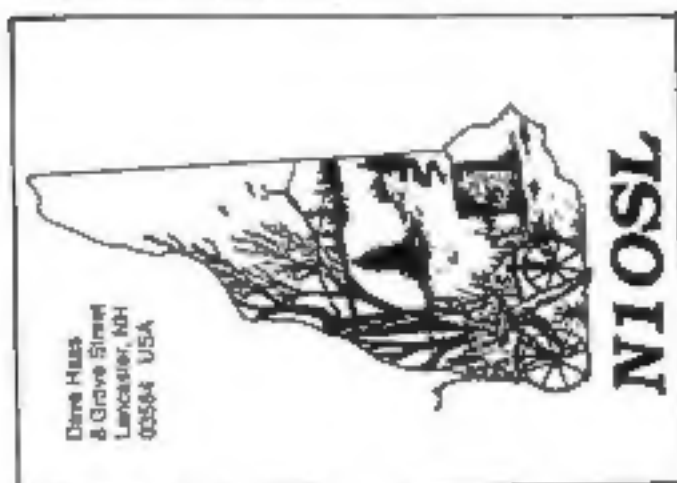
We're pleased to add these names to our Membership List:

Wayne Estes, WD5FFH, 727 E Maple Av, Mundelein IL 60060
Don Jankelson, KC1BD, 36 Crestwood Rd, Milford CT 06460
Mike Jacobson, KA1TPT, " " "
Donn King, KD6ZVG, 7881 Washington Av, Sebastopol CA 95472
Eric Koskin, WA7YSU, 1480 NE Arlington, Hillsboro OR 97124
Rich Kuster, N2ZDQ, 1241 Whippoorwill Tr, Snow OH 44224
John Liebenrood, K7RO, 1650 NW 130 Av, Portland OR 97229
Tex McInnis, X3JIV, 1711 S Norfolk Av, Tulsa OK 74120
Michael Pilon, VE3BUP, 396 Pleasant Pl, Ottawa, ON K1H 5N1
Steve Puvogel, K5TYCJ, POB 216, Onjag WA 98360
Jack Shanker, KD2TE, 17 Valley Rd, Keweenaw NJ 07465

With traditional ham friendliness, make contact with these new members, welcome them to BHFA, and help them with any problems they might have.

QSL CORNER

In this space we feature QSL cards that have a bicycle-mobile motif. Send yours in. We'll run it.



From new member (and new ham) Steve Puvogel this clever QSL. When the FCC sent him the call KB7YCJ he jumped on it and came up with these phonetics: Yellow Cycling Jersey. Color of jersey on card? Tout de France jaune, Monsieur!

BMHA NEWSLETTER

Bicycle Mobile Hams of America
PO Box 4009
Boulder, CO 80306

Address Correction Requested

First Class Mail

BMHA NET....ON 20

BMHA Net Rings In Another Year!

Yes, another year has come and gone for the 20-meter BMHA Net. I have been going thru my net logs and memorabilia and found several items that are worth sharing. I find some nice QSL cards, including one from Hans, DK8MO, who had checked into the net from Germany and gave me a nice 5B signal. Another card is from Ned, WD4X, who checked in on his bicycle mobile unit with a very readable signal. Here's one from Len, KD0RC, that shows him and his bike with a beautiful shot of a Colorado landscape in the background. Elroy, WB9GIE, along with an excellent QSL, has sent me some very interesting published articles about his HF cycling experiences.

Over the last two years we have had hams check in from Canada, Mexico, Germany, Costa Rica, and of course all parts of the USA. Several check-ins were bicycle-mobile, and with surprisingly good signals.

Net Time to Change!

Several regulars have suggested moving the time for the net earlier in the day. With the days becoming shorter many have had a difficult time hearing me as net control. Let's give a try to an earlier time, and if it works we can make it a permanent time. So during the Winter months let's meet at 2000 UTC and also at the usual time of 0000 UTC. The dates and frequency will stay the same: the first and third Sundays of each month, on 14.253, +m- QRM. As the days become longer, we can go back to the later time as needed. This schedule will hold at least until the next issue of this newsletter.

We now have a second assistant net control in John, K7RO, who has a nice strong signal and helps out with the net from the West Coast. Jim, NU8N, continues to assist with the East Coast, and I cover the middle. Between the three of us we should be able to pick up any and all who wish to join the net.

To repeat, the times will be 2000 and 0000 UTC, on the 1st and 3rd Sundays of each month, on or near 14.253.

—Mike Nickolaus, NF0N, BMHA Net Control
316 E. 32nd St.
St. Louis City, NE 68776

UPCOMING EVENTS

BMHA Western States Get-Together

As announced in the last issue, BMHA has been invited to have a "Western States Get-Together" next Memorial Day weekend (May 27-30) as a part of the Great Western Bicycle Rally.

Looking forward to its 30th annual meeting, the GWRB draws 2,000 cyclists to the Paso Robles, CA, area, situated half way between Santa Barbara and Monterey. Over the four-day weekend the program includes 90 different bicycle rides, from an easy 7-miler to a tough 100-miler in the mountains. Centered at the Fairgrounds (plenty of RV and camping space), the weekend program includes bike clinics, a film festival, ~~some~~ cookout, and a special wine and cheese tasting party.

Communication on 2 meters will be no problem, since this is a bicycle event, not a ham radio event. We will monitor the local repeater 146.880 from Friday noon on -- BMHA's can use that for talk-in and for coordination of our various events.

Friday evening the weekend starts with a swap meet, along with registration. **Saturday morning** we've scheduled a BMHA ride to and from Star Farm (about 25 miles).

Saturday afternoons from 3:00 to 5:00 we will have our BMHA Forum, where you'll have a chance to show how you use radio on your bike. (Non-hams in particular are invited, in the hope that they will learn the usefulness of ham radio to the bike rider.) In addition we'll have at least one speaker who will share ideas about solar-powered bike mobile operation. Eddy Powell, N6BPH, will do a slide show of his Pacific Crest bike tour. Others who wish to share ideas are encouraged to contact the Forum Coordinator Ken Wahrenbrock, KF6NC, 9609 Checklar St., Downey, CA. 90242.

Saturday evening is the Wine and Cheese Tasting Party, provided by the hosts. There is also a Concours D'Elegance where many bicycles are displayed. You may enter yours if you desire. Sunday morning there's a delightful Rodeo for the young riders — bring the family. Sunday evening is the mass cookout and awards party, where a stage full of prizes will be awarded to attendees.

Housing in motels and hotels will be difficult unless you make reservations very early. Camping on the fairgrounds is enjoyable and many camp in tents. Some even ride their bikes to the rally and carry all their gear on their bikes. Registration is \$12 per person, \$25 per family. You may obtain registration forms from GWRB, P.O. Box 7000-617 Redondo Beach, CA 90277.

---Ken Wahrenbrock, KF6NC, Forum Coordinator
9809 Cheddar St.
Downey, CA 90242

Dayton Ham Vention-'94
April 29, 30, May 1

The fifth annual BMHA Forum at the Dayton HamVention is set for Sunday, May 1st at 8:30 am. Co-chairman Bob Pulhuj, KE8ZJ, and I have made arrangements for the BMHA group to meet informally in the Forum room for the first hour. The official Forum will start at 9:30 am. This arrangement gives us plenty of time to socialize and exchange ideas.

Detailed information of the Forum events will appear in the next issue but a few secrets have surfaced. I believe I have arranged for a video introduction by a famous world cyclist who has pedaled across the country and even abroad. In addition, one of the most avid cyclists from Wisconsin has agreed to present some of his adventures and secrets of cycling success. And to continue my saga of forum topics, I have plans to bring the old Lightning P-38 with me. Several other features are still in the planning stages but look for some interesting and diverse topics.

We need to discuss the Saturday afternoon BMHA Bike tour around Dayton. Should we have it again? Send me your comments and if they are favorable, arrangements will be made to sponsor it again. The eyehall meetings, daily lunch bunch and the secret frequency seemed to be successful last year. Details will be forthcoming in the next issue.

Be sure to put the Dayton weekend on your calendar.

---Mike Nickolaus, NFOV, Forum Co-chair
316 East 32nd St.
S. Sioux City, NE 68776

Membership Application

BICYCLE MOBILE HAMS OF AMERICA
Box 4009, Boulder, CO 80306

Individual \$10 _____ new member? _____ renewal? _____
(US or Canada)

Family \$15 Foreign \$15 Donation \$

பெரிய அளவுக்குள்ளேயே பணம் செலவழித்து, அதற்கான பணத்தை மீண்டும் பெறும் முறை.

Make check payable to BMHA, in US dollars or international money order.

Name	Cell
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Address	License Class
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City _____ State _____ Zip _____

Age	Most miles bicycled in one day
13-17	10
18-24	15
25-34	20
35-44	25
45-54	30
55-64	35
65-74	40
75+	45

BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8UJ.



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